



Hongkong Daily Press.

ESTABLISHED 1857.

BOVRIL



For Health and Beauty

No. 16849, 號三十四百八千六萬一第 日十初月三年子壬 HONGKONG, FRIDAY, APRIL 26TH, 1912. 五拜禮 號六十二月四年二十百九千一英港香 PRICE, \$3 PER MONTH.

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[a27]

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Hongkong 16th June 1911. [a27]

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[a713]

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[a25]

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[a26]



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[a36]

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TELEGRAPHIC ADDRESS "CONVOY,"
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Hongkong, 1st September, 1910. [a39]

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M. J. NATHAN,

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Formerly of the Palace Hotel,
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Kowloon, 25th April, 1912. [a56]

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Hongkong, 31st July, 1907. [a76]

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A. S. WATSON & CO.,
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MARRIAGE

At the British Consulate, Shanghai, on
the 25th April, by Consul-General E. D.
H. Fraser, C.M.G., ALEXANDER SOMER-
VILLE, Captain of the s.s. *Tatung*, to
LILIAN GREEN, of London. [62]

HONGKONG OFFICE: 104, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 26th, 1912.

At the present juncture in the history of
China it is of interest to note the growing
power of the Western Church as shown by
the conference of British, American and
Chinese clergy now assembled at Shanghai
to discuss the constitution of an Anglican
Church of China. The question of inde-
pendence has been under consideration for
quite a long time, and at the conference the
constitution and canons of the Church are
to be formulated for discussion and adoption.
One of the many writers in the Home
Press upon the revolution in China, empha-
sises the fact that whatever political changes
may be made in China, the real problem of
the situation lies in the conservative char-
acter of the people. "He may dress in
European costume, he may ride in a motor-
car, he may plough with the heifer of the
foreigner in order to guess the foreigner's
riddle, he may even adopt what he regards
as a Western form of religion," says this
writer, "but you will find that everything
about him will be Sinitised, will assume a
Chinese form and colouring; not that I
suggest anything of a disparaging nature in
saying so, what I mean is the man will be

radically unchanged." The Rev. ARTHUR
CORNARY in an article quotes from a leader
in a Chinese paper of a few years ago the
following striking passage:—"Many are
talking largely of revolution. Has
it been considered that we in China have
had far more revolutions than they in
Europe? Europe has always gained by its
revolutions, but we have gained no national
uplifting from them. Why? Because of the
absence of what have characterised
European revolutions—moral and spiritual
forces." The object of the article was to
show that some really vital religion was
necessary as a basis of sound progress in
China. It is a wide subject, and among

students in the East there will probably be
a great diversity of opinion regarding the
moral and spiritual forces at the back of
revolutions, whether in the West or in the
East. Can it be said, for instance, that
there was no moral force behind the
Revolution in Japan, or behind the last
and greatest revolution in China? In
neither case were these moral and spiritual
forces designated Christian, Buddhist or
Confucian; but whatever might be alleged
of previous revolutions in China, it cannot
be said that this last and greatest has been
devoid of the inspiration of moral ideals.
To purge the government of the country
of corruption, to remove the yoke of the
oppressor, and to promote the general
welfare of the people—all these are
high moral ideals. The leaders of the
Revolution were for the most part men
of high character and ideals, imbued,
no doubt, chiefly from their contact
with European standards of civilisation.
Some of them profess to have adopted the
Christian religion: many of them do not,
but they are nevertheless animated and
inspired by the high moral truths which
are common alike to that religion and to
the great ethical system with which they
are doubtless better acquainted. The out-
look of Confucianism is described by Mr.
CORNARY as that of "conserving the initial
stock of virtue, received from Heaven at
birth, once for all"—as if to suggest that in
this respect it differed immensely from
"the stock of virtue" embodied in the
Western Scriptures. We can only say that
if the Chinese people succeed in fact in
"conserving the initial stock of virtue,"
as embodied in the Confucian classics, and
live up to it, there would be no cause to
complain of a lack of moral and spiritual
force behind the new movement in China.
What seems to be chiefly wanting is the
effective organisation of these forces, on
lines similar to the Christian Missionary
propaganda. In recent years a beginning
seems to have been made in this direction
in certain centres, Hongkong among the
number, and the constitution of a Christian
Church of China independent of the control
of the foreign missionary organisations,
will doubtless, if there is any vitality at all
in Confucianism, stimulate these efforts at
organisation with a view to revivifying the
faith of the people in the religion of right
conduct which their sages have taught.
Such a development could not fail to be of
great advantage to the nation, and the
Christian missionaries, whatever they may
think of the inadequacy of Confucianism,
would in all probability have no reason to
regret this co-operation.

M. Krupensky, the new Russian Minister
to China, has left St. Petersburg en route
to Peking.

Four dead bodies were picked up by the
police on Wednesday. In one case was
death due to small-pox.

The Austro-Hungarian Consul von Wiser
leaves Hongkong to-day by the Austrian
Lloyd's S.S. *E. Ferdinand* for Japan.

The Shanghai Amateur Dramatic Club
is to give a performance of "The
Marriage of Kitty" for the benefit of the
Titanic fund.

Two men have been arrested at Sha-
tau-kok in the New Territory for having
attempted to smuggle spirits without
payment of duty.

On Wednesday while a man was being
removed from Waichai to the Tung Wah
Hospital in a ricksha he died, death
being due to plague.

A Chinese was knocked down by a
motor car near Jardine's wharf at West
Point and received injuries which neces-
sitated his removal to the hospital.

Mr. Wu Chao-chu, LL.B., son of Dr.
Wu Ting-fang, has been appointed Com-
missioner of Foreign Affairs at Hupoh on
the invitation of General Li Yuan-hung.

We learn that the Hongkong A.D.C. are
to give a performance of "The Gondoliers"
at Canton to-morrow night. A dress
rehearsal took place in the Theatre at
Hongkong last night.

While a Chinese was walking along Des
Vœux Road on Wednesday a mirror fell
from the hands of someone in a verandah
above. It alighted on his head, and
inflicted a severe cut. He had to be sent
to the hospital for treatment.

Six of the river pirates who participated
in the murder of an American teacher
named Hicks on the Yangtze river a
month ago, and the wounding of his
companion, who escaped to Sianfu, have
confessed their crime and have been
executed.

The Craigengower Cricket Club are
holding an "at home" on their ground
at Happy Valley to-morrow afternoon,
when the Cricket League Shield, won
this year by the Craigengower Club, will
be presented by Mr. W. Braidwood,
vice-President, in the absence of the Hon.
Dr. Atkinson, President of the League.

At the Magistracy yesterday a Chinese
tram conductor was charged before Mr.
Irving with seducing a girl 15 years of
age. It appeared that he wanted to
marry the girl, but her mother refused
to agree, with the result that the
Registrar-General had no alternative but
to take up the case. He was convicted
and sentenced to six months' imprison-
ment.

The many friends in Hongkong of Mr.
Alexander Somerville, formerly master of
the s.s. *Tatung* and the s.s. *Fatsien*
and now in command of the s.s. *Tatung*
on the run from Shanghai to Hankow,
will be pleased to learn of his marriage
yesterday at the British Consulate, Shang-
hai, to Mrs. Green of London, who has
just arrived in the East.

An extraordinary general meeting of
Reuter's Telegram Company has been
called for the purpose of increasing the
capital of the company from £100,000,
divided into 12,500 shares of £8 each,
to £200,000, by the creation of 12,500 new
shares of £8 each and 37,500 new shares
of £10 each. The proceeds of the new
issue are to be devoted to the extension of
the banking department of Reuter's Tele-
gram Company, a branch of the business
which was only established in 1910.

As the result of a challenge we hear that
a tennis match is to take place on Sat-
urday afternoon on the Hongkong Club
ground between two sons of Neptune and
two sons of Mars not unknown in the
local world of sport. Although the men
of the sea have youth on their side, the
elderly Colonels possess an activity be-
yond their years, and are credited with an
amount of subtle strategy which may go
far towards securing a win. In any case
the game should prove interesting, and the
victory of either side equally popular.

The services held yesterday at the
Roman Catholic Cathedral, to celebrate
the golden jubilee of the Ven. Father
Andreas Leong, were very well attended.
H.E. Mr. Claude Severn, the Officer
Administering the Government, with Capt.
Simson (Private Secretary) was present.
The Roman Catholic clergy were well
represented and the preacher was a
Chinese priest from Canton. A *Te Deum*
was sung by the Sanctuary Choir and a
reception was given by the Chinese
Catholic community in a special match
erected on the Cathedral compound and
luncheon served to a limited number of
guests. An "At Home" was held at noon,
when numerous Catholics paid their
respects to the Venerable priest.

"THE GREAT RAYMOND."

OPENING PERFORMANCE POSTPONED.

"The Great Raymond," whose reputa-
tion as a conjurer and illusionist is world-
wide, should have opened his Hongkong
season at the Theatre to-night, but the
steamer being delayed the opening per-
formance has to be postponed till Monday
night. Mr. Raymond is described by those
who have had the pleasure of attending his
entertainment as an absolute master
of scientific illusion. Not only are his tricks
quite bewildering, but they are performed
with ridiculous ease. The entertainment
is also bright and interesting, apart from
the illusions.

THE "TITANIC" DISASTER.

The current issue of *Shipping and
Engineering* (Shanghai) contains an
article on the *Titanic* disaster that will
be read with great interest by all. Some
new light is thrown on the cause of her
loss by the statement that huge ice fields
and bergs had been passed by other
vessels, of which the *Indragiri* was one,
in much the same locality as the *Titanic*
met her fate nearly a month before and
the probable causes of her sudden
foundering and the appalling loss of life
occasioned thereby are carefully analysed.
In the matter of the boats, *Shipping and
Engineering* remarks, "It is admittedly
difficult to provide a sufficiency of boats
for a vessel carrying so large a number
of passengers, even were they placed and
to end along her entire length. A ship
moreover, stricken in such a manner,
usually lists heavily to one side, render-
ing it impossible to launch any of the
boats on the other side of the deck. With
some of those on the stricken side
damaged by the impact, it can easily be
understood that not more than a third of
the vessel's boats would be available for
saving the lives she carried."

TELEGRAMS.

[THROUGH BRUNNEN'S AGENCY.]

THE "TITANIC" CALAMITY.

"WHAT MIGHT HAVE BEEN."

LONDON, April 25th.

Reuter's correspondent at Boston tele-
graphs that the Captain of the *California*
says she was about twenty miles from the
Titanic, but the wireless apparatus on the
California was not working or he might
have saved all on board the ill-fated ship.
About 10.30 the *California* entered an
immense icefield. The engines were stop-
ped and daylight waited for.

THE COMMONWEALTH FORCES.

LONDON, April 25th.

A Melbourne message states that
Brigadier-General Gordon has been
appointed Chief of Staff for the Common-
wealth forces.

ENGLISH TURF.

LONDON, April 25th.

The City and Suburban resulted as
under:—

Chili II. 1

Lonawand 2

Moscatto 3

Betting: 20 to 1 against Chili II., 7 to
1 against Lonawand, and 8 to 1 against
Moscatto.

Fourteen ran. Three-quarters separ-
ated the first and second, Moscatto being
two lengths behind. Saint Nat was the
first to show up prominently, and made
the running to the straight, where
Bachelor's Hope went to the front, but a
furlong from home Chili II. took the
lead.

Saint Nat was ridden by Walter Trigg
and Bachelor's Hope by Donoghue.
Ultimus did not start.

THE FAREWELL CONCERT TO MRS.
GORDON.

In connection with the farewell concert
to Mrs. Gordon to be given on the 1st
May, the promoters expect the following
ladies and gentlemen to perform:—

PART I.

Mr. G. P. Lammett ... "Nirvana"

Mr. Hunter ... Stephen Adams.

Dr. and Mrs. Schofield ... Duet

Mr. H. I. Jones ... "Twas a Summer"

Mrs. Maitland ... "Garden"

Mr. R. Sutherland ... Herman Lohr.

PART II.

Mr. Frank Austin

Mr. Schofield

The Hon. Mr. Claude Severn

Violin Solo

Mrs. Gordon

Captain Cross, R.G.A., "Long Ago"

THE CHINA EXPORT, IMPORT, AND
BANKING COMPANY.

This Hamburg Company reports for
1911 a profit of £2,017,359 (£2,630,000 for
the previous year), so that after paying
£172,700 (£182,700) income-tax, giving
£2,844,659 (£2,777,000) to the staff and
paying the directors £45,239 (£45,300),
the shareholders get £1,500,000 as a
dividend of 100 per cent., the same as
for the previous year. Reserves now
amount to £1,500,000. The business in
Japan is stated to have been a very mod-
erate one, as a consequence of affairs in
China, especially during the second half
of the past year. However, trade and
industry in that country was able to fur-
ther consolidate, and the financial posi-
tion was good, with much future promise.
In China the general commercial situation
during the whole year has been a very bad
one, but in South China all would have
been well if robbers and pirates had not
disturbed all commercial communications
and all transport of goods. In North
China, the report says, all banks have
been in difficulty, and in October pay-
ments generally were suspended. How-
ever, the company's contract were carried
out with few exceptions, though there was
little prospect of new ones at the close of
the year. An improvement can only be
hoped from energetic measures by the new
Government. The hope is expressed that
the Chinese patriots will be able to fulfil
their promises. The writers of the report
are of opinion that hardly over was a
nation better prepared for a Republican
Government than the Chinese and it is
remarked that the Provisional Govern-
ment has everywhere appointed the best
and most efficient men to the head of
administrative affairs, though naturally
there is here and there a black sheep.
The report anticipates that we shall have
to suffer from the effects of the old
maladministration for a long time yet,
and says the expectation that China, in
consequence of her reorganisation, will
speedily become a better customer for
foreign goods will prove to be illusory,
whilst her export trade will have to suffer
under many difficulties. The prospects of
the current year are not at all encourag-
ing.

The barrio of Concepcion, a suburb of
the town of Malabon, Philippines Islands,
was the scene of a big conflagration on
Friday morning which destroyed about
150 houses, covering four squares of the
village. The damage is roughly estimated
to be about 125,000 pesos.

HONGKONG CHAMBER OF
COMMERCE.REPRESENTATION ON THE
LEGISLATIVE COUNCIL.

A meeting of the members of the
Chamber of Commerce was held yester-
day afternoon at the office of the
Chamber for the purpose of nominating
a gentleman to represent that body on
the Legislative Council. The Hon. Mr.
E. A. Hewett, C.M.G., presided, and there
were also present: Hon. Mr. C. H. Ross,
Hon. Mr. H. E. Pollock, Messrs. J. W. C.
Bonnar, E. Shellim, H. A. Siebs, G.
Friesland, H. G. White, D. E. Donnelly,
A. G. Gordon, W. A. Dowley, T. F.
Hough, G. H. Medhurst, W. D. Jupp,
E. H. Armstrong, N. J. Stabb, R. D.
Harvey, Wong Leung Him, J. W. Taylor,
P. Thomas, A. Van Andel, G. T. Edkins,
C. S. Gabbay, F. Graham, D. W.
Craddock, F. H. Macdonald, etc.

The notice convening the meeting having
been read,
The CHAIRMAN read the letter from the
Colonial Secretary informing the Chamber
that the term for which the Hon. Mr.
Hewett had been elected would expire
shortly and it would be necessary for the
Committee to re-elect him or appoint a
successor. Proceeding, he stated that
only one nomination had been received,
that of himself. It had been proposed by
Mr. N. J. Stabb and seconded by the Hon.
Mr. C. H. Ross. Before calling for a show
of hands he asked if any member wished
to address the meeting.

Hon. Mr. H. E. Pollock—Mr. Chair-
man, gentlemen, I am sorry I must
criticise very strongly the mode of the
present nomination for the election of a
member to represent the Chamber of Com-
merce on the Legislative Council. I
gather from the letter which the Chair-
man has just read that so long ago as the
2nd of April the Secretary of the Chamber
received a letter from the Colonial
Secretary pointing out that a vacancy
would shortly occur and that it was
desirable therefore that steps should be
taken for an election to be held at an
early date. Well, gentlemen, no steps
were taken upon that letter from the
Colonial Secretary between the 2nd of
April and the 20th of April. Even on the
20th April no notice whatsoever was sent
round to any of the members of this
Chamber with regard to the impending
election, and I myself and a number of
other gentlemen had the first notice of
this intended election this very morning.

By this notice which I received I was
"herely reminded." Well, gentlemen,
one would naturally suppose from that
that it referred to some previous notice
sent out to myself and other members,
but no such previous notice was sent out.
There have been advertisements in the
papers, but those advertisements, gentle-
men, gave absurdly short notice. The
advertisements are dated 20th April, and
they were apparently sent out to the
evening papers only in time to appear
in one evening paper that day. I have
ascertained that by looking up the files.
The notice did not appear in any morn-
ing paper until Monday, the 22nd, that
is to say, Monday last, and the absurdity
of the notice is this: that it contains
among other things the following intima-
tion: "Notice in writing of the nomination
of candidates and their proposers and
seconders are to be lodged at least 48
hours before the time for the holding of
the meeting." In other words, gentle-
men, although no notice had been in any
morning paper until the 22nd we were
told we ought to send in the notices before
4 p.m. on Tuesday. Now, gentlemen, that
reduces the election of a member of this
Chamber to a mere farce and I do not
see why the very numerous persons and
companies who are members of this
Chamber of Commerce, numbering 150—
I don't see what excuse there can be for
treating them in this fashion. The elec-
tion of a member, a permanent member
for the Chamber of Commerce, is an event
which takes place only once in six years,
and one would think at all events that
steps would have been taken to give mem-
bers a reasonable opportunity for exercis-
ing this franchise. I must confess that I
and other members of this Chamber have
very good reason to complain of the
treatment which has been accorded to us
on the present occasion. I express my
views, gentlemen, with all the more
freedom inasmuch as I think, as most of
us here do, that as a matter of fact had
longer notice been given the result would
in all probability have been the same.
That is to say, that in all probability Mr.
Hewett would have been, in view of his
past services in the Council, the only
member nominated. I am bringing the
point home, gentlemen, to secure that
there shall not be a repetition of any such
occurrence again. As a matter of fact
out of the six unofficial members of the
Legislative Council there are only two
members elected by a portion of the com-
munity, the member for the Chamber of
Commerce and the member representing
the Justices of the Peace. I think it is a
great pity there being that franchise that
it should be exercised on such very short
and imperfect notice as has been given us
to-day. Well, gentlemen, I am not going
to imitate the example of the militant
suffragettes at home. I am not going to
hammer the handsome plate glass win-
dows, but I do want to hammer this point
into the minds of the Committee and to
express the hope that in future a more

adequate notice will be given and I would
venture to suggest without consideration
that at least sixteen days' notice should be
given. We are told we have to send in nom-
inations of members forty-eight hours be-
fore the meeting, and if sixteen days' notice
is given that will provide what I consider
reasonable time and a full fourteen days'
notice for members to consider their posi-
tion. I very earnestly protest against the
very short notice which has been given in
this case and I hope the Committee will
in future see that the members of the
Chamber of Commerce have a reasonable
opportunity of considering in what way
they shall exercise this important fran-
chise.

The CHAIRMAN—I extremely regret from
the remarks made by the hon. member
that he appears to think this election has
been run in a sort of hole and corner way.
It is nothing of the sort. It is only the
second time on record since 1884, when
the Chamber first had the privilege of
electing a member on the Legislative
Council, that a re-election has taken
place. Mr. Pollock is himself a member
of the Legislative Council and he has only
just been re-elected as member for the
Justices of the Peace. I cannot for one
moment conceive of his being in ignorance
of the fact that my term of service expired
soon after his own. Mr. Pollock was
originally elected by the Justices of the
Peace. I regret very much having to be
rather personal, but Mr. Pollock has been
personal, and I draw a parallel between
my case and his own. In his case notice
appeared in the *Government Gazette* that
his term would expire and nominations
were asked. No nominations were sent
in and the *Gazette* came out with the
statement that Mr. Pollock had been
appointed.

Hon. Mr. POLLOCK—That is not correct.
The CHAIRMAN—It is quite true.
Our letter from the Colonial Secretary
was dated the 2nd April. I circulated it
to the Committee and asked the Secretary
to look up the records of the previous
election. This all took time, and the
matter could not come up until the next
meeting of the Committee. Mr. Pollock
has been a member of the Committee *ex-
officio* and therefore he must be perfectly
well aware of the procedure of the Com-
mittee. It is extremely onerous and it
requires constant time and attention over
and above our regular work. Unfor-
tunately that meeting was called for a
certain date, but it was found that some-
thing else occurred on the same day and
the meeting had to be postponed, but we
have legally complied with the rules and
regulations. We gave five days' notice
by advertisement in the papers of the
expiration of my service and the appoint-
ment of a new member. The rules and re-
gulations of the Chamber are very explicit
"either by notice or by advertisement." It
has not been customary to send out
notices of this sort except as reminders,
the notice in the newspapers being con-
sidered sufficient. I am astounded that
Mr. Pollock should have taken this point
that there was insufficient notice. From
Monday morning there were two days
in which members could have furnish-
ed the names of any candidates if
they had wished. I do not suppose there
are many people pining for the very
onerous, trying and dull duties that fall
to a member of the Legislative Council.
I presume if Mr. Pollock had had another
person in his mind the whole thing would
have been arranged in a few minutes. I
maintain that 24 hours was ample. I
want to disabuse your minds, gentlemen,
that there has been anything done lack-
ing in respect and courtesy to the mem-
bers of this Chamber. There has not. Mr.
Pollock asked for sixteen days' notice.
The regulations say forty-eight hours, and
if Mr. Pollock wishes to have that time
extended it will be necessary for him to
bring forward a resolution at the next
annual meeting and have the rules of the
Chamber altered. We have strictly com-
plied with the rules of the Chamber. We
did not intend to show any disrespect to
members of this Chamber. If I thought
that was so I would immediately resign
my position—even if I am re-elected this
afternoon—and stand for another ballot.
I do not think it is so.

Hon. Mr. POLLOCK—May I rise to
correct certain wrong impressions which
have been given by your speech. In the
first place I should like to ask you whether
the notice prescribed by the rules is
five days.

The CHAIRMAN—Certainly.
Hon. Mr. POLLOCK—Because if so, it is
quite clear that five days' notice was not
given. The notice is dated the 20th April.
It only appeared in one of the evening
papers, and that paper was published, I
suppose, about 11 o'clock. That would
not be five days' notice. With regard to
forty-eight hours I never attempted to
suggest anything so ridiculous that
instead of that notice being forty-eight
hours it should be sixteen days. What I
am suggesting is that people who are
privileged to exercise this franchise should
be notified by the Secretary at least 14
days before. Now, sir, you have attempt-
ed to draw a comparison between the
notice given in the case of my election
and your own. That comparison entirely
fails, because as a matter of fact every
Justice of the Peace had sent out to him
something like three weeks before my elec-
tion a notice of the intention to hold an
election, together with forms for pro-
posing and seconding candidates. How
then can possibly be the present case I fail to
see. That and the present case I fail to see.
With regard to the Chairman considering
my remarks in a personal way, I must
say that I had not the slightest intention
of being personal. I intended to criticise
the action of the Committee in giving such
short notice, and I contend that I was
fully justified in that criticism.

There being no other remarks, the
Chairman put the nomination to the
meeting and declared it carried *nem con.*
The CHAIRMAN, in conclusion, thanked
the members for the honour conferred
upon him in re-electing him to the posi-
tion, and assured them that he would do
his best for the Chamber and for the
Colony during the term which remained
before him as he had done during the past
six years. He regretted that it was neces-
sary for him to leave the Colony almost
immediately and it would be necessary to
call another meeting to elect a *locum
tenens*.

This brought the proceedings to a close.

SHIPPING NOTES.

The N.Y.K. str. *Sado Maru*, which arrived at Yokohama from Seattle on the 16th inst., three days behind schedule time, experienced very heavy weather, her decks being damaged, especially on the starboard side. The dining saloon was at one time flooded to a depth of five feet. The steamer had on board about 80 passengers, and 6,000 tons of cargo, some of which has been damaged by sea water.

An expedition will shortly leave Aden to punish the Sultan of Socatra unless looted taken from the British steamship *Kuala*, which was wrecked on the island, is restored and an apology given. The expedition will consist of a cruiser of the East India Squadron and the steamship *Dalhousie*, which will convey a company of native infantry from the Aden garrison to the island, and Major-General Sir J. A. Bell, political resident at Aden. It is stated that the lives of the survivors of the *Kuala* crew were threatened and that other wrecks have also been looted.

AN OIL-DRIVEN SHIP FOR THE STRAITS.

Some enterprising shippers in the Straits Settlements appear to have lost no time in getting abreast of the latest development in propulsive methods. A recent issue of the *Essex Weekly News* reports the arrival at the port of Maldon of an oil-driven ship named the *Sembilan*, with a cargo of superphosphates from Holland. Commenting on the vessel, the paper says: "The vessel was constructed by Messrs. Burmeister and Wain, of Copenhagen, the builders of the 10,000 tons oil motor ocean liner *Selandia*, whose presence in the West India Docks last week attracted considerable attention on the part of marine engineers. Of 300 tons register, the *Sembilan* is 154 feet long, and she is of light draught—viz., 7½ feet aft and 6 feet forward. Her fuel consists of crude oil. The captain is a Dutchman, and she carries a crew of 17 hands. During her stay in Maldon the *Sembilan* was inspected by several people, who were much interested in this new type of engine as applied to ocean-going and cargo steamers. Eventually the boat is intended for the Straits Settlements trade, for which purpose she will ship a black crew."

THE AMERICAN SHIPPING RING.

The American Shipping Ring is the latest combination to suffer from official anti-trust activity in the United States. A suit has been filed for the dissolution of certain Steamship Companies trading from New York to the Far East via the Suez Canal. They are charged with pooling freight rates and granting rebates, an offence heinous in the extreme under the Sherman Anti-Trust Act. The names of the Companies are not mentioned, but there are not so many big lines trading from New York to the Far East via Suez as to make the task of guessing a difficulty. That matters were nearing a climax has been known for some time, and it is said that the Companies implicated were warned as far back as a year ago that they were sailing too near the wind. The evidence against the Trust, accumulated after more than a year's secret investigation by agents of the department of Justice, concerns, among others, some of the Transatlantic Companies. According to an American contemporary one of the officials of the department of Justice has described the forthcoming proceedings as the "biggest criminal action" the Government has ever undertaken under the Sherman Anti-Trust Act. The names of Mr. J. Pierpont Morgan and of officers of the Hamburg American Steamship Line figured in the hearings before the New York Grand Jury. Although the names mentioned in the indictments have so far been withheld it is not denied that true bills have been returned.

OIL-DRIVEN SHIPS.

The coming of the oil-driven ship was the important subject discussed recently by the Institute of Naval Architects at its annual meeting in London. A paper was read by Mr. W. I. Kauffman of the construction and capabilities and the results of the trials of the Diesel-engineered sea-going vessel *Selandia*, from which ship a satisfactory report had been received on Wednesday from the Red Sea, stating that her engines were working perfectly and that everything was satisfactory. Sir Marcus Samuel deprecated the lack of encouragement in regard to oil engines which had been shown in this country. The oil-engined vessels in existence clearly demonstrated that those who went on building steam engines with the knowledge now afforded would be only courting disaster. There was no doubt that when the British Admiralty realised the importance of the oil supply the oil companies would have their support and that of the whole shipping community. He emphasised the fact that, great as would be the inevitable revolution occasioned by the Diesel engine, shipowners need not scrap their boats if they moved with the times, but would fit them with Diesel

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 2nd.

AFTER THE COAL STRIKE.

After the coal strike what? Opinions differ, but there is a pretty general agreement that for the time at least there will be a quieter situation. Some other industries, such as the transport men, the railway men and the gas workers, talk of striking—or rather their agitators talk that way—but labour generally has been rather scared by the prevalence of strikes, notwithstanding the real victory won by the miners in the recognition of the minimum wage. In fact it may be that the significance of that victory will not be realised till later, and then the trouble may begin with demands from other trades and industries for minimum wage regulations also. Some men on both sides of the House, it is true, talk of immediate legislative proposals for the restriction of strikes, but the fact is that the time of Parliament is so clogged, and thrown into such arrears by the strike discussions, that nothing will have a chance except the measures already scheduled and current affairs of insistent importance. Both sides agree that Mr. Asquith worked heroically for a settlement and most of them praise his steadfast refusal to create a precedent by allowing the rates of the minimum wage to be inserted in the statute book. That was the chief danger of the deliberations and he won his way by a strength of will that has drawn a generous meed of praise even from Mr. Bonar Law.

As to the syndicalists, they have few friends in responsible quarters. The arrest of Tom Mann and others may be fiercely criticised in extremist circles, but among the average public it was a step that carried approval. When Mr. George Lansbury, the Socialist member for Bow and Bromley, tried to rouse the sympathy of Parliament for the imprisoned men on the plea that their arrest was a violation of the rights of free speech, it is notable that he only drew to his support half a dozen Radicals and less than half the Labour men. The fact is that as Mr. Bruce, a Welsh mining man, said in the House "the coal strike has killed syndicalism in this country." One of the things that makes for present peace is the heavy drain that the strike has made on trade union resources. The contributors to the General Federation of Trade Unions, comprising about three-quarters of a million workers, chiefly skilled, are paying double contributions in order to replenish the funds, now almost completely exhausted. It is clear therefore that the Federation, as an auxiliary to militant industrialism, must remain practically inoperative for several months. It is curious too how rapid has been the good effect of arresting the leaders of the syndicalist and suffragette movements. In each case the imprisonment of the mischief makers has put a damper on "the cause."

THE SUFFRAGETTE.

One of the sprightliest of the provincial papers had a cartoon on Friday showing the Conciliation Suffrage Bill as a female suffragette entirely dominated by a gigantic hammer, such as was used in window smashing lately. Underneath were the lines:—

"Who killed the Bill?
I said the Hammer.
With blows I did slam her
I killed the Bill."

And that was literally true. Before the window smashing incidents there was a huge majority for the proposals of the Bill. The latest majority of fourteen against it showed several complete converts to the opposition, a long line of abstentions, and only a single new supporter. As a matter of fact it was the Irishmen who really killed the Bill, and I am told John Redmond had another ten willing henchmen downstairs who would have joined the array against the women if the tide of battle had shown a narrower margin, for the Irish leader was alarmed at the division in the Cabinet over the measure and used all his power to get rid of the Bill so as to leave the path clear of friction for the Home Rule Bill. It is a touchy time for politics and the Nationalists are risking no chances such as this to make the Liberal position more untenable.

PERSONALIA.

Society folks are greatly interested in the marriage of Miss Claire Dudgeon, only child of Sir Charles and Lady Dudgeon, to the Marquis Vittorio di Castel Delfino, younger son of the late Marquis Mario di Castel Delfino. Sir Charles has a host of friends, including all those attached to the China Association, of which he has been a shining light for many years. Another announcement of personal interest is that a marriage will take place

ORIENTAL BOOKS.

The energetic honorary secretary of the China Society has come in for many bouquets lately because of the arrangement of an exhibition of books and prints belonging to the Department of Oriental Printed Books, and Mr. Lionel Giles has planned the exhibition of these early Chinese and Japanese printing samples with rare skill and the show has drawn very lengthy notice from the best papers.

ANGLO-GERMAN RELATIONS.

Besides the ordinary peace people the churches are taking a hand in promoting a better understanding with Germany. Lord Haldane has denied that he is expecting a visit from the German War Minister, as had been reported, but he does not deny that the movement for better relations is going on as well as can be expected. All denominations have joined in a meeting in the last few days to declare that "it is the duty of the Christian folk of the British and German Empires to cultivate such a spirit of international amity that war between these two kindred peoples shall be morally impossible." The Archbishop of Canterbury uttered that keynote, and the subsequent speakers in agreement included Dr. McAdam Muir, for the Scottish churches, Dr. Charles Brown for the Nonconformists and Monsignor Grosch, for the Roman Catholics. From some exceedingly influential Anglo-German residents in London I learn that real progress is being made along the tortuous path leading to this most difficult attainment.

LINGUISTIC ACCOMPLISHMENTS OF ARMY OFFICERS.

Ever since the Army set about tackling foreign languages a few years ago there has been a steady improvement in the linguistic attainments of our officers. To-day quite a number of them have a useful knowledge of foreign tongues. French, German and Russian are the chief languages aimed at and I am told that the interpreter's tests they have to pass before being listed for the benefits due to such officers are exceedingly stiff. But besides these, there has been of late a steady increase in the officers capable of doing service with such more difficult languages as Chinese, Japanese and Turkish.

AN INTERESTING SEQUEL TO A WRECK.

I do not know if one result of the wreck of the P. & O. liner *Delhi* has reached you. The London correspondent of the *Scotsman* vouches for it. Shortly after the wreck, with its royal passengers, an inventor wrote to Queen Alexandra that he had an invention that would have recorded the approach of shallow water, so that the vessel would not have stranded. He mentioned that he had received no encouragement from the Admiralty, and was almost worsted in the struggle, but still convinced of the value of the device. Very soon a special messenger made his way from the Queen Mother to the inventor to ask after his welfare, to inspect the recording instrument and to report. Next day a five pound note came to aid the almost despairing man, and since then representatives of the Admiralty have made a very close examination with the result that there is a great likelihood of the invention being taken up. Lord Charles Beresford is stated to have said that the device should be on every ship.

A DARING PICTURE.

Not long ago the well-known painter, the Hon. John Collier, son of the late Lord Monkswell, started a lively controversy by showing a picture at the Royal Academy depicting a doctor telling a young man patient his case was hopeless. This year, if my information be correct, that will be outdone for sheer daring realism and we may look for a hot debate. For the artist will exhibit the actual scene at the operating table. The surgeon in the picture will be the well-known manipulator of the scalpel, Mr. Bland Sutton, whose rise in the profession has been meteoric. There he will be, alongside the brightly burnished operating table, flanked by the anaesthetics, blank white walls and other paraphernalia of the chamber of trials, apparently explaining the work in hand to a circle of students.

THE EAST AND ARBITRATION.

I have reason to believe that in the later months of this year a visit will be paid to Tokio and Peking by some of the ablest of the American advocates of international arbitration, in the hope that the Oriental world may be drawn to aid the cause of international amity. It is considered that the ingrained teachings of Confucius and the peaceful disposition of the Chinese people should make them fitting adherents of such a cause, and these budding advocates of goodwill hold

army would be developed and then she would dictate peace to the world. Some people shook their heads over the prediction, on the ground that once a man is strong he is apt to forget the precepts of his time of weakness. Evidently those American enthusiasts are keen to "mak siccar" of such good material. As to Japan, the issues are more complicated, owing to the irritants connected with the restrictions on Orientals entering the United States, but these optimists from New York and Washington contend these difficulties are not insurmountable.

A COAL STRIKE RESULT.

One result of the coal strike is that a considerable number of our colliers have gone to Canada to work in the mines in Nova Scotia and Cape Breton. As soon as the strike threatened, the Canadian mines sent agents over to recruit men for their pits and these agents were speedily able to obtain the pick of a large number of applicants. It seems the miners here are fearful rather than hopeful of the effect of the minimum wage on the number of miners to be employed in the home pits, so they prefer to take their chance overseas. Time was when the Nova Scotia and Cape Breton mines were largely worked with foreign labour, but that has been weeded out in a great measure and Britishers installed instead.

PRINCE ALBERT.

The King's second son, Prince Albert, looks like making a reputation as the athletic member of the Royal family. No favouritism is shown at the Dartmouth Naval College, and it is declared that the Prince won the 100 yards race on Saturday in a style that could not be criticised. He also ran well and finished seventh in the final of the half mile race, in which sixty-five cadets competed. He was sixteen last December and is very strong for his age. Not long ago he figured prominently in the tug-of-war and the assault at arms at Dartmouth, and plenty of people have observed him making a creditable coxswain in the cadets' regatta at Cowes. His younger brother, Prince Henry, envies these achievements and burns to emulate them. Royal on-lookers at Windsor have had a good deal of fun watching Prince Henry trying to get his skill at golf and cricket, so as to get level with his brother.

COLONIAL REPRESENTATION IN THE HOUSE OF COMMONS.

We have several members of Parliament more or less connected with Canada, and a few, like Mr. Gershom Stewart and Mr. Henry Keswick, with experience of the Far East, but now Australia is to enter an aspirant who has been no less than premier in a Colony. This is Sir Cornthwaite Hector Rason, who for a time was premier of Western Australia and later on became Agent General for that Colony in London. He has accepted the invitation of the Conservatives of York to contest the seat on their behalf at the next election, and he places in the forefront of his programme the insistence on the Australian method of dealing with strikes being adopted in England. People who don't want compulsory arbitration by an impartial tribunal, he contends, generally want a bit more than justice. Also he is in favour of the women being given the vote.

THE GRAVE OF SIR STAMFORD RAFFLES.

Mr. Demetrius C. Boulger writes to-day to the *Times*:—"The correspondence relating to the graves in Hendon Parish Church, where repose beyond doubt, but in a place not yet discovered, the body of Sir Stamford Raffles, leads me to make an appeal to one of your wealthier readers. A comparatively small sum would suffice to unearth this coffin, and then no one can doubt that the Dean and Chapter of St. Paul's would be willing to give a resting place in its crypt—that national Valhalla—beside another Empire builder, Bartle Frere, to the bones of the founder of Singapore, the man who secured for us for all time the command of the narrow way to the Far East."

ADEN AND PERIM.

Certain administrative changes are planned in regard to Aden and Perim Island in the Red Sea, according to reports in official circles. They are subject to the Bombay Presidency for administrative purposes, and in the case of Perim Island is responsible for the maintenance of the garrison, renewed every year, consisting of forty sepoy under a native officer. The growth of its importance as a coaling station and telegraph centre, however, is considered by many careful observers to require for it greater consideration at the hands of the Imperial Government, and when Lord Kitchener was Commander-in-Chief of the Forces in India he endorsed it is understood, this view. That, in itself, of course, would not ensure its adoption in present condi-

THE ANGLICAN CHURCH IN CHINA.

For the purpose of giving the Chinese Clergy of the Anglican Church greater responsibility and more control over their own affairs and with a view to final independence of the denomination in China along the lines of the Episcopal Church in America, Bishops, Clergy and lay delegates from all parts of China assembled at St. John's College in Jessfield, in triennial conference, last week preparing for final adoption the preamble, constitution and canons of the Church.

Eleven Bishops are attending the conference, seven being from the Church of England, three from the Episcopal Church of the United States and one from Canada. Bishop Lander of Hongkong would have been present had he been in the East. C. Following are the names of the foreign Bishops, Clergy and lay delegates in conference: From Chekiang—Rt. Rev. R. J. Molony, D.D., Archdeacon Moule, Rev. C. J. E. Symons, and Dr. S. M. Babington; Fuhkien—Rt. Rev. H. McC. E. Price, M.A., Rev. H. S. W. Phillips, Rev. J. Martin; Hankow—Rt. Rev. R. L. Roots, D.D., Rev. L. B. Ridgely, Rev. A. A. Gilman; Honan—Rt. Rev. W. C. White and Rev. N. L. Ward; Kiangsu—Rt. Rev. F. R. Graves, D.D., Rev. F. L. Hawks; Poot, D.D., Rev. E. L. Ansell, Prof. F. C. Cooper; Kwangsi—Rt. Rev. W. Banister and Rev. Percy Stevens; North China—Rt. Rev. C. P. Scott, D.D., Rev. F. L. Norris and Rev. T. A. Scott; Shantung—Rt. Rev. G. D. Iff, D.D., Rev. H. Mathews, Rev. B. M. Mcowan; Victoria—Rev. G. A. Bunbury, Rev. W. E. Hipwell; West China—Rt. Rev. W. W. Cussels, B.A., Rev. J. A. Hickman, Rev. W. H. Aldis, Mr. P. J. Turner and Mr. J. G. Beach; Wuhu—Rt. Rev. D. T. Huntington, Rev. E. L. Woodward, M.D., and Rev. A. Goddard.

In addition to a number of Chinese clergy, 31 Chinese laymen attended as delegates.

THE HOUSING PROBLEM AT SINGAPORE.

A PROMISING SCHEME.

The question of comfortable and cheap houses for Europeans, says the *Singapore Free Press*, affects so many that the Holland Park Estate Scheme now being carried out will be of interest. Eighty-seven acres have been purchased by Mr. Ong Sam Leong from the executors of the estate of the late John Burkinshaw, in Holland-rd. just beyond the Barracks. The site is an excellent one, with good soil, an extensive view of the Harbour, the Straits of Johore and the western part of the Island, and is in close proximity to Tyersall, the Botanical Gardens and the Tanglin Golf Links. The approximate distance from town is four miles. Most of the Tanglin residences are outside the two mile limit, and it is believed that the exceptional health and suitability of the locality, and the reduced rental, will compensate for the slight increase of distance from town, which indeed is an advantage for week ends and holidays.

On enquiry of the agents, Messrs. Coghlan and Co., we learn that the scheme involves the erection of thirty new European residences. Building operations have been going on for the past two or three months. The houses will be built in batches of ten and are now approaching completion, and indeed are let. Provision is made for each compound to contain from two to four acres of land, with tennis courts and the rentals will vary from \$60 to \$70 a month for houses, containing three bedrooms; and from \$80 to \$90 for four bedroom houses. Application has been made to the Municipality for water and gas to be laid on to each house and the matter is now receiving attention. It is the intention eventually to lay out a riding track and golf course round the property for tenants and their friends.

The crucial factor in the cheap housing question is the cost of the ground. Land in Tanglin suitable for building is scarce and expensive, anything between \$3,000 and \$4,000 an acre. At such a figure, house owners cannot do much in the way of a reduced rental. We understand that Mr. Ong Sam Leong has secured his land at \$310 per acre, on which he is to be congratulated, as well as on his enterprise in undertaking such an extensive and well-needed work. The houses will be bungalows and two storied, and intending tenants can be suited if they make early application to the agents, Messrs. Coghlan and Co., Messrs. Williams and Steadman are the architects.

ANALYSIS OF THE BRITISH BUDGET.

ESTIMATED RECEIPTS.	
Tax Revenue—	
Customs	£33,800,000
Excise	37,700,000
Death Duties	25,450,000
Stamps	9,400,000
Land Tax	700,000
House Duty	2,000,000
Property and Income-tax	44,100,000
Land Value Duties	545,000
	£153,705,000
Non-Tax Revenue—	
Postal Telegraph and Telephone Services	23,175,000
Crown Lands, Suez Canal share and sundry loan miscellaneous	4,219,000
	33,394,000
Total Revenue	£187,100,000
ESTIMATED EXPENDITURE.	
Consolidated Fund Services—	
Supply Services—	
Army	£27,800,000
Navy	44,056,400

RICE AND BERRI-BERRI.

REMARKABLE DEMONSTRATION.

Nearly two years ago there was a good deal of berri-berri amongst the Customs guards at the different stations along the river, says the *Junkook Times*. The use of polished rice was discontinued, and the only kind supplied was the under-milled variety known as No. IV Siam, in which a large part of the phosphorus is retained. This is milled by the Borneo Co., Ltd., to meet the demand that has arisen as a consequence of the accepted medical view with regard to berri-berri. During this period the cases of berri-berri averaged barely one a month.

From last December the use of white polished rice was again resumed, owing to the B.C.L. ceasing to mill. Last month berri-berri again began to be noticeably present amongst the guards, and in one station containing just over two hundred men there were 19 cases last month. The loss involved in having a growing number of men on the invalid list is very considerable.

COLONEL PEREIRA'S JOURNEY.

Reuter's Agency is informed that news from Turfan, dated middle of February, states Colonel G. E. Pereira, late British Military Attaché at Peking, has arrived there after a journey of 40 stages from Kashgar. He reports that a revolt had broken out at Kuldsja, and a separate Republic under the title of Republic of Ili proclaimed. Kwan-ghai, the Tartar General of Ili, was elected President of the Republic after having had the option of assuming that position or of being beheaded. From Turfan Colonel Pereira was intending to reach China Proper by way of Hami in the New Dominion. He hoped to reach Lanchow, the capital of Kansuh by the middle of April if his journey was not delayed by the situation, and his further route from there to Peking would depend upon the conditions of affairs. There was much lawlessness and unrest along the roads, those leading to Kansuh being blocked. Some mission-aries at Ning-hsia had been attacked, and their property looted, but they succeeded in escaping to the hills.

INTIMATIONS.

Chs. J. Gaupp & Co.,
ALEXANDRA BUILDINGS,
CHATEL ROAD.

WATCHMAKERS,
AND JEWELLERS,
OPTICIANS,

FINEST QUALITY
DIAMOND JEWELLERY
A SPECIALITY.

ENGLISH, AMERICAN AND SWISS
GOLD AND SILVER
WATCHES.

CLOCKS
of all descriptions.

**If You Wear
TORICS**

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

MARK & Co.
OPTICIANS

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF RICHARD HENRY MUGFORD, late of No. 4, High Street, Victoria, in the Colony of Hongkong, late Overseer in the Public Works Department, Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting the time for sending in the Claims against the above Estate to the 23rd day of May, 1912.

All Creditors are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated the Twenty-fourth day of April, 1912.
JOHNSON, STOKES & MASTER,
Princes' Buildings, 100, Queen Street,
Hongkong,
Solicitors for the Executor of the above-named deceased. [619]

TO LET.

A TROKOSAN (on the heights behind Kowloon, Japan), FULLY FURNISHED BUNGALOW—1 Large Living Room, 5 Bedrooms, 4 Bath Rooms, usual Kitchen and Servants' Quarters. Rent, Yen 500 for the Season (May/October) inclusive.

FULLY FURNISHED BUNGALOW—Living Room, 5 Bed and 3 Bath Rooms, Kitchen and Servants' Quarters. Rent, Yen 500 for the Season. This BUNGALOW could be divided to suit Two Small Families, giving each a Dining Room and Two Bath Rooms.

Apply to—
WHYMARK, AILION & CROMBIE,
Auctioneers and Estate Agents,
No. 72, Kyo Machi,
Kobe, Japan. [620]

AMERICAN & MANCHURIA LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE

THE Steamship

"WALTON HALL,"
Captain L. Fraser, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 1st May, at 10 A.M. All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to sale.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 25th April, 1912. [618]

IN THE MATTER OF THE COMPANIES' ORDINANCE No. 1 of 1865, and the COMPANIES' ORDINANCE No. 68 of 1911,

IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED.
(In Liquidation.)

NOTICE TO CREDITORS.

NOTICE IS HEREBY GIVEN that a FIRST and FINAL DIVIDEND on Claims sent to the Undersigned will be Payable at the Offices of the Liquidators on SATURDAY, the 27th inst., between 10 A.M. and Noon, and during Office hours on subsequent days.

PERCY SMITH, SETH & FLEMING,
Liquidators,
5, Queen's Road Central.
Hongkong, 25th April, 1912. [617]

NOTICE.

MRS. and MR. SOPIESS beg to inform the Public that they have CEASED all connections with THE PARIS TOILET Co., from To-day and that they will Open a New Gentlemen and Ladies' Hairdressing Saloon shortly.

Hongkong, 22nd April, 1912. [593]

HONGKONG ELECTRIC CO. LTD.

NOTICE.

ON and after MAY 1st, 1912, the charge for Lighting, Fans, &c., will be Reduced to CENTS TWENTY-SEVEN PER UNIT, and the charge for Radiators and Motors to CENTS TEN PER UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th April, 1912. [585]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

[423]

PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on TUESDAY, the 30th April, 1912, at 4.30 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1911, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, 13th April, 1912. [581]

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th April, 1912. [582]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

A FINAL DIVIDEND OF TWENTY DOLLARS per Share for the year 1910 and an INTERIM DIVIDEND OF THIRTY DOLLARS per Share for the year 1911, will be Payable on TUESDAY, the 23rd instant. Warrants may be had on application at the Office of the Society.

Hongkong, 24th April, 1912. [614]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1598 for TWO SHARES numbered 37959/37960 inclusive, standing in the Register in the name of FRANCISCO XAVIER HOMER DE CARVALHO of Macao, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 16th April, 1912. [577]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held TO-MORROW (SATURDAY), the 27th April, 1912, at 12.30 P.M., at the Offices of the Hongkong Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Chief of the Course.
Hongkong, 13th April, 1912. [563]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WEATHERS with Glass Shades from \$4 up
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,
H. HAYNES.
Hongkong, 1st March, 1912. [389]

GRACA & CO.

Dealers in
POSTAGE STAMPS,
PICTORIAL POST CARDS,
FLOWER SEEDS, TOYS, BOOKS,
MANILA CIGARS and CIGARETTES.
HONGKONG HOTEL BUILDING,
GIBB, LIVINGSTON & Co.,
Agents.
452 PEDDER STREET HONGKONG.

INTIMATIONS

LANE, CRAWFORD & CO.

HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS, NAPKINS, TEACLOTHS, etc.

COTTON and LINEN SHEETINGS,

MOSQUITO CURTAINS, TURKISH BATH TOWELS.

HARDWARE DEPT.

KITCHEN UTENSILS

EVERY DESCRIPTION.

FILTERS and FREEZERS.

BRUSHWARE and TINWARE.

LANE, CRAWFORD & CO.

[51]

FOR SALE



FOR SALE FOR BREAKING UP.

At H.M. DOCKYARD, Hongkong.

H.M. Torpedo Boat Destroyer,

"H.A.B.T."

Length between perpendiculars ... 194 ft. 3 ins.

Beam (external) ... 19 " 5 1/2 "

Displacement ... 295 tons.

Fitted with 2 sets of triple expansion engines and 3 water-tube boilers, Thornycroft type, (mutilated). Can be viewed alongside Kowloon Coal Dock during Dockyard hours between 15th and 25th May, on application to the Commodore.

Tenders form with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORES OFFICER, H.M. DOCKYARD, Hongkong. Tenders to be lodged in the Commodore's Office before Noon on 5th June, 1912.

Hongkong, 22nd April, 1912. [595]

FOR SALE.

DERBINGTON, 7-roomed House, Peak Road, beautiful situation.
For Terms, apply to—
C. SCHROTER,
Care of Messrs. GARRICK, BOWEN & Co.,
King's Buildings, 111rd.
Hongkong, 10th July, 1911. [125]

FOR SALE.

With or Without Furniture.
"TOR CREST," No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply—
Linstead & Davis,
3rd floor, Alexandra Buildings
Hongkong, 7th March, 1912. [416]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 " "

"BUTTERCUP" ... 70 " "

"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

SOUVENIRS OF

THE DELHI DURBAR:—

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 17th April, 1912. [50]

BANKS

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay Calcutta Canton Cebu Colon

Hankow Hongkong Shanghai Yokohama

Kobe Manila Mexico Panama Peking

San Francisco Shanghai Yokohama

CAPITAL AND RESERVE ... \$6,800,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG
Manager.
9, Queen's Road,
Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital paid up (paid up) ... Yen 5,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:—

Amoy Swatow Taiwan

Anping Kobe Tientsin

Canton Nagasaki Tokyo

Foochow Osaka Yokohama

Kooling Shanghai

HONGKONG OFFICE: 3, DES VOGES ROAD.

Interest allowed on Current Accounts

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1516]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [127]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:—

STERLING \$1,500,000 at 2/—=\$15,000,000

SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:—

E. SHERRILL, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq.

G. H. Modhurst, Esq.

G. F. Frieland, Esq.

W. L. Patterson, Esq.

C. S. Gubbay, Esq.

Hon. Mr. C. H. Ross

G. H. Lawrence, Esq.

H. A. Siebs, Esq.

F. Lieb, Esq.

CHIEF MANAGER:—

Hongkong—N. J. STABB.

MANAGER:—

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:—

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000

RESERVE FUNDS:—

STERLING ... \$1,650,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000

SUBSCRIBED ... \$1,125,000

PAID UP ... \$562,000

RESERVE FUND ... \$365,000

HEAD OFFICE:—

40, Threadneedle Street, LONDON, E.C.

BRANCHES:—

Bombay, Calcutta, Hongkong, Kanton, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:—

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:—

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Consignments.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [1938]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,000 (£1,033,421)

Reserve Fund Fl. 3,252,167.04 (£271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS:—

INTIMATIONS
AN IDEAL DRINK FOR
SUMMER.



SUN PILSNER
BEER.

SOLE AGENTS—

H. RUTTONJEE
& SON,
WINE & SPIRIT MERCHANTS.

When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

**Beecham's
Pills**

Sold everywhere in boxes, price 6d. (36 pills), 1/4 (56 pills) and 2/6 (100 pills).



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all chemists.

SELF CURE NO. FICTIO!
THE NEW FRENCH REMEDY,
THERAPION NO. 1
is a remarkably short time, often a few days only, to cure the most stubborn cases of rheumatism, sciatica, neuralgia, etc., when medicinal treatment fails.
THERAPION NO. 2
cures chronic weakness, loss of vigor and vitality, etc., when medicinal treatment fails.
THERAPION NO. 3
cures chronic weakness, loss of vigor and vitality, etc., when medicinal treatment fails.
Trade Marked with a Star and the word "THERAPION" on the wrapper.
* THERAPION *
CURES TO STAY CURED.

CAPTAIN SCOTT'S JOURNEY TO THE SOUTH POLE.

The Times of April 2nd published a narrative by Captain Scott of his journey towards the South Pole. Over six columns are occupied by the account. We reproduce the last section of it:—

150 MILES FROM THE POLE.

JAN. 3, 1912, LAT. 87.32 S., HEIGHT ABOUT 9,800 FT.

After leaving the Upper Glacier depot south of Mount Darwin, I steered south-west for two days. This did not keep us clear of pressure ridges and crevasses, which occurred frequently and at first gave some trouble, but we rose rapidly in altitude. Probably the difficult places were more snow-covered than further eastward. The advantage of this course was mainly felt on the third and fourth days, when owing to our altitude we got a splendid view of the distribution of the land masses fringing the ice-sheet and of the arrangement of the ice-falls.

Since leaving the depot our marches have averaged over 15 statute miles a day, and on Christmas Day we were close up to the 86th parallel. The prospect of Christmas fare gave us an excellent march of 17 miles, but the effect was that we were not so happy on the following day. The surface grew more difficult as we approached the 87th parallel.

On New Year's Eve, in latitude 88.56, we deposited three units of provisions, and we rebuilt our sledges with new short runners. This remarkable piece of work was performed by the seamen of the party under the most adverse conditions, and although it cost us nearly a day's march the change has amply repaid us. We have been able to keep up our average, and we are now within 150 miles of the Pole.

COMPOSITION OF THE POLAR PARTY.
I am going forward with a party of five men and am sending three back under Lieutenant Evans with this note. The names and descriptions of the advance party are:—
Captain Scott, R.N.
Dr. Wilson, Chief of Scientific Staff.
Captain Gates, Inniskilling Dragoons (in charge of ponies and mules).
Lieutenant Bowers, Royal Indian Marine, Commissariat Officer.
Petty Officer Evans, R.N., in charge of sledges and equipment.

The advance party goes forward with a month's provisions, and the prospect of success seems good, provided that the weather holds and no unforeseen obstacles arise. It has been very difficult to choose the advance party, as every one is fit and able to go forward. Those who return are naturally much disappointed. Every one has worked his hardest.

The weather on the plateau has been good on the whole. The sun has never deserted us, but temperatures are low (now about minus 20 deg.), and the wind is pretty constant. However, we are excellently equipped for such conditions, and the wind undoubtedly improves the surface.

So far all the arrangements have worked out most satisfactorily. It is more than probable that no further news will be received from us this year, as our return must necessarily be late.

ROBERT F. SCOTT, Captain, R.N.
LIEUT. EVANS'S ILLNESS.

A telegram from Akaroa, New Zealand, dated April 2nd, says:—

The third and last supporting party had a trying and distressing experience on the northward journey. Their report states that during the forenoon on January 4th the party, consisting of Lieut. E. R. G. Evans, R.N., Mr. Lashley, the assistant motor engineer, and Petty Officer Crean, marched south for three miles with Scott's advance party. Then, bidding their leader and his comrades farewell, they turned northward in latitude 87.35 and commenced their homeward journey.

The Southern Party at that time were travelling rapidly yet easily; they appeared to be exceptionally fit, and the last returning party retraced their steps, confident that they would reach the South Pole.

Lieut. Evans and his two companions covered over 15 miles a day until January 9th, when a blizzard of moderate severity set in from the south, lasting three days and severely hampering the little party. Accordingly, in order to ensure full rations for the early part of the homeward march, a course was shaped direct for the depot near Mount Darwin. This course lay across Shackleton's Ice-Falls at the head of the Beardmore Glacier, but at least a day's march was saved by adopting it. They descended many hundreds of feet, mostly riding their sledge, and except for frequent capsize they met with little difficulty, arriving undamaged on the comparatively flat surface at the foot of the falls on January 17th.

Then, when nearly half-way down the glacier, the party embarrassed itself by getting into a maze of ice-falls, pressure ridges, and crevasses during thick weather. They extricated themselves from this precarious position on the 18th, after two very hard days of climbing, tobogganing, and being bruised. Their sledge was considerably damaged.

A PAINFUL JOURNEY.
The next 300 miles of their journey proved uneventful, but in lat. 80.43 Lieut. Evans was found to be suffering from scurvy. Owing to the party being one man short—the fourth member of the unit having been taken to support the Southern Party—Lieut. Evans was compelled to continue dragging the sledge. Lashley and Crean did all in their power to help their tent-mate forward, but his condition became more serious daily, and on reaching One-Ton Camp, 136 miles from the Discovery Hut, he was unable to stand without the support of his sticks. His legs were very much swollen and discoloured, and other symptoms of advanced scurvy were in evidence. After struggling onward on ski in great pain for four days, during which they covered 53 miles, Lieut. Evans was unable to move any further. His companions therefore made a depot of every item in their equipment which was not absolutely necessary for existence, and, placing the sick man on their sledge in a fur sleeping bag, made a gallant effort to drag him to safety.

For four days, helped by a southerly wind, progress was possible, and the party arrived at Corner Camp on the evening of February 17th. An incessant snowfall during the next 12 hours now rendered the surface hopeless for travelling. The two men could barely move the sledge, and on the 18th, when Evans' condition was manifestly serious and food was running short, drastic measures were necessary. Crean therefore set out to walk to the Discovery Hut, 30 miles away, leaving Lashley and his extraordinary care and excellent attention undoubtedly saved his life.

Crean arrived at the Discovery Hut after a march of 18 hours, much fatigued and numbed with the cold. Fortunately Dr. Atkinson and Demetrie Gerot were there with two dog teams. A severe blizzard broke within half an hour of Crean's arrival, but as soon as it had sufficiently abated Dr. Atkinson and Demetrie started off with the dogs to succour Lieut. Evans and his devoted companion. They travelled through driving snow all night, and eventually reached Evans' tent. Fresh food had been brought out, and after resting the dogs Dr. Atkinson decided to take the invalid to the Discovery Hut in a single march. The dogs covered the distance of 34 miles in about five hours. Dr. Atkinson allowed Lieut. Evans, after a short rest at the hut, to be moved on a sledge to the Terra Nova, and after attending him for another week considered the patient to be out of danger. Evans' condition has continued to improve, and he is now convalescent. It is hoped that after a complete rest in New Zealand he will be able to proceed to England on a business expedition and return in time to make the relief voyage to the South in the Terra Nova at the end of the present year.

Lieut. Evans states that no anxiety need be felt concerning the health of the members of Captain Scott's sledge team. He himself, he points out, was absent from the winter quarters on surveying work and depot laying from September 9th until just before leaving on the main sledging journey. During this period he had necessarily to eat sledging rations,

WM. POWELL, NEW VICTOR RECORDS LTD.

TELEPHONE 346.

LADIES' DEPARTMENT.

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WINE MERCHANTS,

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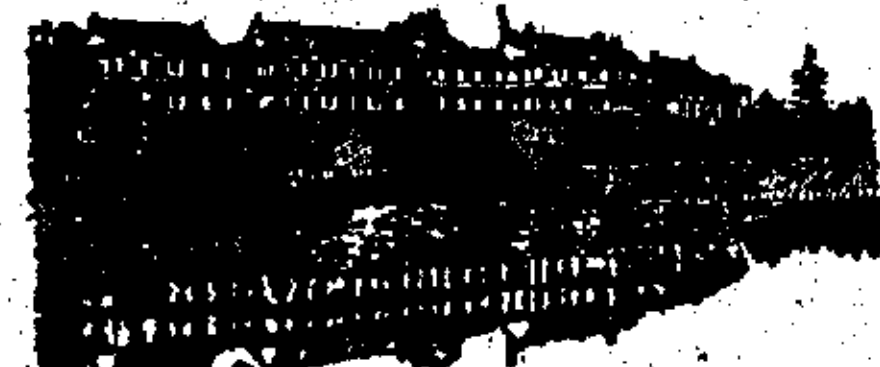
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ANCIENT
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NARA, JAPAN.

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Lieut. Evans states that no anxiety need be felt concerning the health of the members of Captain Scott's sledge team. He himself, he points out, was absent from the winter quarters on surveying work and depot laying from September 9th until just before leaving on the main sledging journey. During this period he had necessarily to eat sledging rations,

whereas the other members of the sledging party were in the hut for about two months before their departure. Great care was taken by the doctors that all in the hut ate fresh meat and other anti-scorbutic food daily. Further, Lieut. Evans had to undertake an exceptional amount of manual labour owing to the motor-sledge breaking down, an accident which did not affect any members of Scott's present party. The Southern Party, having five men to pull their sledge, will return very easily as compared with the last supporting party of three men. They will also be met and supported by two dog teams driven by Mr. Cherry Garriard and Demetrie, who left the Discovery Hut for that purpose on February 28th.

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OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 12th March, 1912. [388]

TO LET

OFFICE in Alexandra Buildings.
Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong, 26th February 1912. [367]

TO LET

OFFICES in King's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1912. [112]

TO LET

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT 48 with WHARF.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Hongkong, 18th April, 1912. [525]

TO LET

OFFICES and GODOWNS in Duddell Street.
No. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
"ROGATE" Austin Road, Kowloon, from 1st April.
No. 57, PRATA GRANDE, Macao.
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 13th April, 1912. [122]

TO LET

GODOWN, No. 4, New Praya, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April 1912. [112]

TO BE LET

ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., LTD.,
Alexandra Buildings,
Hongkong, 29th August, 1911. [123]

TO LET

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply to—
LINTSEAD & DAVIS,
Alexandra Buildings,
Hongkong, 20th March, 1912. [481]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ORIENTAL"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Sardinia" and "China".

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's surveyors, Messrs. GODDARD and BOWDLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.
E. A. HEWETT,
Superintendent.
Hongkong, 24th April, 1912. [1]

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA."
Captain Kots' having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godown, where they will be examined on the 29th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—
Ex s.s. "Göteborg" from Gothenburg.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 23rd April, 1912. [612]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"ISCHIA."
having arrived from the above port, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 30th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godown, where they will be examined on the 29th inst., at 9.30 A.M.

No Fire Insurance has been effected.
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd April, 1912. [4]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 26th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 3rd May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before WEDNESDAY, the 1st May, otherwise they will not be recognised.

K. MATSUDA,
Agent.
Hongkong, 23rd April, 1912. [613]

SWEDISH EAST ASIATIC CO., LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"PEKING."
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, at 9.30 A.M.

All Claims must reach us before the 4th May, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
ARTHUR NILSSON & Co.,
Agents.
Hongkong, 24th April, 1912. [616]

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fastnesses of Niagara, San Francisco, Chicago and New York.

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STEAMERS	Tons	Starting	1912
MANCHURIA	27,000	"	TUESDAY, 30th April, at 1 P.M.
NILE	11,000	"	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	"	TUESDAY, 21st May, at 1 P.M.
PERIA	9,000	"	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	"	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 2nd July, at 1 P.M.
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MANCHURIA	27,000	"	TUESDAY, 16th July, at 1 P.M.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 26th APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 27th APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

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Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th APRIL.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

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Further particulars may be obtained at the Office of the Company.

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Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

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S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 30th Apr., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th May, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers Hongkong, 22nd April, 1912. PHILIPPINES S.S. Co. [13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	"	Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	SHANGHAI	"	JAVA	Second half of April.
TJILIWONG	JAPAN	Second half of April.	JAVA	Second half of April.
TJILATJAP	SHANGHAI	Second half of April.	JAVA	First half of May.
TJIMAH	JAVA	Second half of April.	SHANGHAI	First half of May.
TJIMANOE	JAPAN	First half of May.	JAVA	First half of May.
TJIPANAS	JAVA	First half of May.	JAPAN	First half of May.
TJIKINI	JAVA	First half of May.	SHANGHAI	Second half of May.
TJITAROEM	JAVA	Second half of May.	JAPAN	Second half of May.

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JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 19th April, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"CEYLON"	9,000	On 26th May

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST," Capt. L. MAASS	17,000	Tuesday, 30th April, at Noon.
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA	"BUELOW," Capt. H. FORMER	16,900	About 2nd May.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST	6,760	9 a.m. 18th May.

KOBÉ and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST	6,750	About 3rd May.
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KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL	5,000	Middle of May.
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All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Teletypes.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 24th April, 1912

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—15, DES VUEX ROAD, HONGKONG.
SHANGHAI: 2-3, FOO SHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged
756 CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. S.S. str. *Nile* from San Francisco sailed from Yokohama on the 22nd April en route to Hongkong, and is due to arrive at this port on the 30th April.
The P.M. str. *Mongolia* left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.
The T.K.K. str. *Nippon Maru* will be despatched from San Francisco on the 17th April, for Hongkong, and is expected here on the 11th May.
THE AUSTRALIAN MAIL.
The E. and A. str. *Eastern*, from Sydney, and left Port Darwin on the 21st April for this port (via Timor and Manila).
The I.G.M. str. *Coblentz* left Sydney on the 10th April, at noon, and may be expected here on or about 3rd May.
THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* arrived at Shanghai on the 24th April, at 3 a.m., and left again at 2 p.m. same day for Hongkong, where she is due to arrive on the 27th April, at 6 a.m.
THE GERMAN MAIL.
The I.G.M. str. *BueLOW* carrying the German mails with dates from Berlin of the 3rd April left Colombo on the 21st April, and may be expected here on or about the 2nd May.
THE MERCHANTS STEAMERS.
The Danish str. *Ekatrinoslav* left Singapore on the 18th April, p.m., and may be expected here on or about 27th April, a.m.
The Ssang Line str. *Ssangbeo* left Rangoon on the 20th April, for Hongkong, and is expected to arrive here on the 29th April.
The Mogul Line str. *Lothian* from United Kingdom left Singapore on the 24th April, a.m., and is therefore due here on or about 30th April.
The str. *Indragaya* passed the Suez Canal on the 6th April, and is due here on or about 8th May.
The T.K.K. str. *Hongkong Maru* arrived at Honolulu on the 18th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

LATEST STEAMER MOVEMENTS.

The Dodwell Line str. *Daere Castle* arrived at New York on the 21st April.
The P. & O. str. *India* arrived at London on the 20th April, p.m.
The str. *Rubi* left Manila on the 25th April, and is due here on or about 28th April, at daylight.
The C.P.R. str. *Empress of India* arrived at Nagasaki on the 25th April, at 10 a.m., and left again at 6 p.m., same day for Kobe, where she is due to arrive on the 28th April, at 9 p.m.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road, Central, Hongkong 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese, or Colloquial Chinese.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.),
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
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To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:

From Colombo:

27th April.

S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG, connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[4243-44]

SHIPPING

ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 24th April—Shanghai 21st April, General.—Butterfield & Swire.
 OHIOGOMAI, German str., 1,080, H. Olds, 25th April—Bangkok 12th April, Rico and General.—Melchers & Co.
 CHILIAN, Norwegian str., 1,162, H. Nilsen, 25th April—Manila 22nd April, Ballast.—Aagaard, Thorsen & Co.
 DAKOTAH, British str., 3,820, W. A. Ross, 25th April—Saigon 20th April.—Standard Oil & Co.
 E. FRANZ FERDINAND, Austrian str., 3,843, P. A. Lova, 25th April—Trieste 11th March, General.—Sander, Wieler & Co.
 HUICHOW, British str., 1,217, G. Hooker, 25th April—Tientsin 15th April, General.—Butterfield & Swire.
 PETCHABURI, German str., 1,373, C. Goswami, 25th April—Bangkok 17th April, Rico.—Butterfield & Swire.
 ST. ALBANS, British str., 4,119, W. G. McArthur, 24th April—Moji 20th April, General.—Gibb, Livingston & Co.
 WAI SHING, British str., 1,170, Holmwood, 25th April—Wuhu and Chingkiang 20th April, Rico.—Jardine, Matheson & Co.
 WALTON HALL, British str., 3,203, L. Fraser, 25th April—New York 2nd March, General.—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 April 25th.

HAICHOW, British str., for Swatow.
 ISCHIA, Italian str., for Straits.
 M. JESSEN, German str., for Swatow.
 SINGAN, British str., for Haiphong.
 TILLIWONG, Dutch str., for Batavia.

DEPARTURES.

APRIL 26th.
 CAPT. A. F. LUGAS, Am. str., for S. F. deisco.
 CHINCHUA, British str., for Shanghai.
 EKATERINOSLAV, Russian str., for Japan.
 KITANO MARU, Japanese str., for Japan.
 PEKING, Swedish str., for Shanghai.
 TAIHUN, Chinese str., for Canton.
 TELEMACUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. Anhui report: Moderately southerly wind and foggy weather. The German str. Chienmu reports: The ship accompanied the N.D.L. tug Fulcan on her voyage from Kolschlag to Hongkong. Bad weather was experienced during the first five days of the trip, but the Fulcan was seen to be a good seagoing vessel.
 The British str. St. Albans reports: From Kobe to Shiro S.E. variable winds fine weather. Passing the Eastern sea experienced moderate S.E. and southerly winds and moderate sea with an almost continuous thick fog as far as Tung Yang, thence to arrival light to moderate S.S.W. winds with occasional fog banks.

PASSENGERS.

ARRIVED.
 Per Chienmu, from Bangkok, Mr. and Mrs. Stevens and Mr. Weiss.
 Per E. Franz Ferdinand, from Trieste, Mr. H. D. Thoy, Mr. M. Hummerding and brother.
 Per St. Albans, for Sydney, etc., from Kobe, Capt. and Mrs. A. W. Pearce, Miss M. Pearce, Mrs. L. King, Miss Watkins, Mr. W. Jacobs, Mr. J. Sherrard, from Shanghai, Mr. John Gorin, Mr. J. Blakeney, Misses T. and O. Bessel, Mr. and Mrs. L. Due, child and maid.

DEPARTED.
 Per Ernest Simons, for Singapore, Mr. N. J. Martin, Mr. Robinson, for Shanghai, Mr. and Mrs. Miss Maigre, Mr. and Mrs. Lefevre, for Yokohama, Mr. and Mrs. Dumerie, Mr. and Mrs. Sabatier, Mr. Burke-Honon and Mr. Basset.
 Per Kitano Maru, for Japan, Mr. A. S. Hewett, Miss Baron, Mr. Hodgson, Lieut. P. W. Sparcy, H.E. Minister Yoshida, Mr. and Mrs. Tatsumi and family, Lieut. Col. Hosono, Mr. and Mrs. Longmire, Miss Grievess, Mr. H. Wasserfall, Mr. Mustard, Mr. Kuwakami, Commander and Mrs. Gregory and infant, Mr. H. G. Bois, Mr. Toyoda, Mr. and Mrs. M. N. Mehta, Prof. Miyajima, Miss Barlow, Miss Engle, Mr. Lyndon, Miss Oakes, Mrs. Wright, Mr. Scott, Capt. Gibb, Mr. L. Gibb, Major H. Scott, Capt. Yoshi, Dr. Vouters, Mr. Jose Ametog, Mr. Sendres, Mr. Barrejo, Mr. Ito, Mr. Yusuda, Mr. Vidouars, Mr. K. Okuzaki, Miss Kobayashi, Miss Fujikawa, Mr. Manjiro Hirata, Mr. Sugahara, Mr. E. Robitaille and Capt. Price.

TO DEPART.
 Per E. Franz Ferdinand, for Shanghai, Miss A. Grey, Mr. Karl Josef, Mr. P. Mould, Mr. and Mrs. Reiss, Mr. A. David, for Kobe, Mr. and Mrs. Pearson, Miss Welford, Mr. and Mrs. Fein, Mr. von Usser and Mrs. de Villiers.

PASSED THE CANAL.

March 15th—Derfflinger, Erroll, Kleist, Tango Maru, Ville de la Citot, Arcadia, Lovat. 18th—Erzherzog Franz Ferdinand, Glenstrac, Miyazaki Maru, Moyune, Peshawar, Socotra, Theasus, Yangtze. 22nd—Calchao, Ernest Simons, Idomenus, Paltan, Sagami, Sienia, 26th—Benedit, Boreno, Kawachi Maru, Peking, Prim, Scandia, Sithonia. 28th—Bellerophon, Diomed, Kamo Maru, Latham, Prinz Eitel Friedrich, Prinz Ludwig, Satsuma, Yarra. 2nd April—Andalusia, Inverclyde, Kitano Maru, Nile, Patroclus, Stentor, Teucer, Rheus. 5th—Ati Maru, Ambria, Bayern, Dumbear, Glenzie, Hysan, Indramayo, Perseus, Seneca, Spezia, Syria, India. 12th April—Benvorlich, Bulwer, Ernest Simons, Meinam, Yorck, Africa. 16th—Iyo Maru, Annam, Atreus, Prometheus, Badenia, Kina. 19th—Bentley, Denbighshire, Memnon, Rho, Pera, Touraine. 23rd—Bengloe, Benlomon, Dardanus, Glamorganshire, Jason, Pak Lim, Patricia, Peleus, Preussen, Vladimir.

ARRIVALS AT HOME.

April 23rd—Inverclyde, Spezia, Africa.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harb. Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	CAPTAIN.
LONDON, VIA USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	G. W. Cookman, R.N.R.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR...	Brit. str.	F. E. Andrews, R.N.R.
LONDON, ROTTERDAM & ANTWERP.	GLENFAR...	Brit. str.	W. L. Hartnell
ROTTERDAM, HAMBURG & ANTWERP.	FLINTSHIRE...	Brit. str.	G. C. Cundy
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ARLERS...	Ger. str.	Gronau...
HAYRE, BREMEN & HAMBURG.	ARCADIA...	Ger. str.	Lucas...
HAYRE, BREMEN & HAMBURG &c.	C. FRED. LARSEN...	Ger. str.	Solmer...
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA...	Ger. str.	Knael...
MARSEILLES, HAYRE & HAMBURG &c.	HITACHI MARU...	Jap. str.	T. Yamawaki
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SACHSEN...	Ger. str.	Wagner...
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	SITHONIA...	Ger. str.	Kotze...
TRIESTE, FLORENCE, VENICE VIA SINGAPORE, &c.	PANAMA MARU...	Jap. str.	K. Asakawa...
TRIESTE, FLORENCE, VENICE, COLOMBO, &c.	SADO MARU...	Jap. str.	
NEW YORK.	SHANTIE MARU...	Chi. str.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	BOHEMIA...	Aus. str.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MATOPPO...	Am. str.	Dormand...
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN...	Brit. str.	
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	MONTEAGLE...	Brit. str.	W. Davison...
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	MANCHURIA...	Am. str.	
AUSTRALIAN PORTS VIA MANILA.	CHITO MARU...	Jap. str.	W. W. Greene...
AUSTRALIAN PORTS VIA MANILA.	NILE...	Am. str.	
YOKOHAMA & KOBÉ VIA SHANGHAI.	ST. ALBANS...	Brit. str.	
YOKOHAMA & KOBÉ.	LYNAN...	Brit. str.	
KOBÉ & YOKOHAMA.	COLEMAN...	Ger. str.	
KOBÉ & YOKOHAMA.	E. F. FERDINAND...	Aus. str.	
KOBÉ & YOKOHAMA.	FAZILKA...	Brit. str.	
KOBÉ & YOKOHAMA.	IYO MARU...	Jap. str.	
KOBÉ & YOKOHAMA.	KUMANG...	Brit. str.	
KOBÉ & YOKOHAMA.	COLEMAN...	Ger. str.	
SEATTLE, NAGASAKI, INLAND SEA, AND JAPAN.	MINNESOTA...	Am. str.	
NAGASAKI, KOBÉ & YOKOHAMA.	NIKKO MARU...	Jap. str.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN.	HONGKONG MARU...	Jap. str.	
JAPAN.	CHONGKING...	Brit. str.	
TIENTSIN VIA SWATOW & WEIHAUWEI.	EUICHOW...	Brit. str.	
WEIHAUWEI & TIENTSIN.	KUUKIANG...	Brit. str.	
TRINGHAI, CHEFOO & NEWCHWANG.	ANUUI...	Brit. str.	
SHANGHAI.	KWONGSHING...	Brit. str.	
SHANGHAI, KOBÉ & YOKOHAMA.	WANGSHING...	Brit. str.	
SHANGHAI.	ANDALUSIA...	Ger. str.	
SHANGHAI.	CHENAN...	Brit. str.	
SHANGHAI, TIENTSIN, KOBÉ & YOKOHAMA.	BULOW...	Ger. str.	
SHANGHAI & KOBÉ.	KIBIN MARU...	Jap. str.	
SHANGHAI.	LYNAN...	Brit. str.	
SHANGHAI.	BOHEMIA...	Aus. str.	
SHANGHAI, MOJI & KOBÉ.	BOMBAY MARU...	Jap. str.	
SHANGHAI, MOJI, KOBÉ & YOKOHAMA.	SYRIA...	Brit. str.	
SHANGHAI.	DEVANHA...	Brit. str.	
SHANGHAI, YOKOHAMA, KOBÉ & MOJI.	CEYLON...	Swed. str.	
SHANGHAI, KOBÉ & YOKOHAMA.	MONMOUTHSHIRE...	Brit. str.	
SHANGHAI.	TJIMARI...	Dut. str.	
ANPING VIA SWATOW & AMOY.	SOBU MARU...	Jap. str.	
TAMSIU VIA SWATOW & AMOY.	DAIWIN MARU...	Jap. str.	
SWATOW, AMOY & FOCHOW.	HAIYANG...	Brit. str.	
SWATOW, AMOY & FOCHOW.	CHONGKING...	Brit. str.	
SWATOW, AMOY & SHANGHAI.	HUSAN...	Brit. str.	
SWATOW.	HAINAN...	Brit. str.	
SWATOW, AMOY & FOCHOW.	HOANGSANG...	Brit. str.	
MANILA, NAPLES, GENOA, ALGIERES, GIBRALTAR & STON.	KLEIST...	Ger. str.	
MANILA, CEBU & ILOILO.	TAMING...	Brit. str.	
MANILA, MANGABIN, ILOILO & CEBU.	RUBI...	Am. str.	
MANILA.	YUENHANG...	Am. str.	
MANILA, MANGABIN, ILOILO & CEBU.	ZAFIRO...	Am. str.	
BATAVIA, CHERIBON, SAMARANG, &c.	TYRODAS...	Ital. str.	
BOMBAY VIA SINGAPORE & PENANG.	ISCHIA...	Jap. str.	
BOMBAY VIA SINGAPORE & CALCUTTA.	FOKA MARU...	Jap. str.	
SINGAPORE, PENANG & RANGOON.	NAMANG...	Brit. str.	
SINGAPORE, PENANG & CALCUTTA.	MUTTRA...	Brit. str.	
SINGAPORE, PENANG, RANGOON & CALCUTTA.	TOTOMI MARU...	Jap. str.	
KUAT & SANDAKAN.	BORENO...	Ger. str.	
KWANG CHOW WANG & HAIPHONG.	SI-KIANG...	Freu. str.	

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR LONDON, ROTTERDAM & ANTWERP... "FLINTSHIRE" About 15th May.
 SHANGHAI, KOBÉ & YOKOHAMA... "MONMOUTHSHIRE" About 1st June.
 LONDON & ANTWERP... "DENBIGHSHIRE" About 15th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Hongkong, 9th April, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "NAMSANG" Saturday, 27th April, Noon.
 "LOONGSANG" Saturday, 27th April, 2 P.M.
 "KWONGSANG" Sunday, 28th April, 2 P.M.
 "CHONGKING" Tuesday, 30th April, Noon.
 "KUMSANG" Tuesday, 30th April, Noon.
 "WEISHING" Tuesday, 30th April, Noon.
 "YUENHANG" Saturday, 4th May, 2 P.M.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.

Hongkong, 26th April, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham, will be despatched for YOKOHAMA and KOBÉ on 9th May, at Noon, taking Cargo and Passengers at Current Rates. To be followed by the S.S. "WARDHA," 3,976 tons, Captain E. W. Peck.

WESTWARD.

The S.S. "MUTTRA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on 30th April, at daylight, followed by the S.S. "FULTALA," on 10th May, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 AGENTS.

Telephone No. 215.
 Hongkong, 26th April, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
 AND
 THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
 SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912. FOR LIVERPOOL. 1912.

"EMPEROR OF JAPAN" Sat., 11th May. "ALLAN LINE" Fri., 7th June.
 "MONTEAGLE" Sat., 1st June. "EMPEROR OF BRITAIN" Fri., 28th June.
 "EMPEROR OF INDIA" Sat., 22nd June. "ALLAN LINE" Fri., 19th July.
 "EMPEROR OF JAPAN" Sat., 13th July. "EMPEROR OF IRELAND" Fri., 9th Aug.

Steamships leave HONGKONG at 6 P.M.
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class... via Canadian Atlantic Ports or New York \$71.10.
 Intermediate Steamship... \$43... \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.
 R.M.S. "MONTEAGLE" or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China.
 Corner Fadder Street and Praya opposite Blake Pier.

6

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work
 Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 78' x 88' x 34' 6"
 Pumps empty Dock in 2 1/2 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 Dockyard Manager Mr. J. BIRD, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.
 MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)
 THE Steamship
 "ISCHIA,"
 Captain Balisto, will be despatched as above TO-DAY, the 26th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 24th April, 1912.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
 THE Steamship
 "ASSAYE,"
 Captain G. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 27th April, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 7th June, 1912.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 16th April, 1912.

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship
 "GLENFARG,"
 Captain W. L. Hartnell, will be despatched for LONDON on SUNDAY, the 6th May, at Noon.
 This Steamer has excellent accommodation for 20 First Class Passengers.
 SALOON FARE £35.
 For Passage, apply to
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 24th April, 1912.

GREAT NORTHERN STEAMSHIP CO.

THE Steamship
 "MINNESOTA,"
 Captain T. W. GARRICK,
 FOR SEATTLE,
 VIA
 NAGASAKI, INLAND SEA, KOBÉ & YOKOHAMA, on MONDAY, the 6th May, at Noon.
 For freight or passage and General information, apply to
 NIPPON YUSEN KAISHA,
 Agents,
 1st Floor, Prince's Building, Chater Road, Hongkong.
 Hongkong, 24th April, 1912.

THE AMERICAN AND MANCHURIAN LINE.

FOR NEW YORK.
 (With liberty to call at the Malabar Coast.)

THE Steamship
 "MATOPPO,"
 Captain Dormand, will be despatched for the above Port on or about WEDNESDAY, the 15th May.
 For Freight and further information, apply to
 THE BANK LINE, Ltd.,
 General Agents.
 Hongkong, 16th April, 1912.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS {ASSAYE ...}	Noon, 27th April.	See Special of Call
LONDON and ANTWERP {NAMUR ...}	10 A.M. 1st May.	Freight and Passage.
SHANGHAI, MOJI, KOBE {SYRIA ...}	About 8th May.	Freight and Passage.
SHANGHAI {DEVANHA ...}	About 9th May.	Freight and Passage.

For Further Particulars apply to

B. A. HEWETT,
Superintendent.

Hongkong, 26th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

STEAMERS	TO SAIL
TSINGTAU, CHEFOO & NEWCHANG {KIUKIANG ...}	On 27th Apr., 4 P.M.
WEIHAIWEI & TIENTSIN {HUICHOW ...}	On 27th Apr., 4 P.M.
SHANGHAI {ANHUI ...}	On 27th Apr., 4 P.M.
MANILA, CEBU & SHANGHAI {TAMING ...}	On 30th Apr., 4 P.M.
SWATOW, AMOY & SHANGHAI {HUNAN ...}	On 1st May, 4 P.M.
SHANGHAI {CHENAN ...}	On 2nd May, 4 P.M.
SHANGHAI {LINAN ...}	On 4th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"GUTHRIE" ... On 4th May, 4 P.M.
---	----------------------------------

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Mon. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

NP—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 26th April 1912.

BUTTERFIELD & SWIRE, AGENTS [3-608]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, \$50 1st, \$35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 26th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice \$45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents, Prince's Building. [155]

Hongkong, 24th April, 1912.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD. HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. ANDALUSIA ... 1st May.

S.S. BAYERN ... 6th May.

S.S. ALESIA ... 24th May.

S.S. Segovia ... 4th June.

For Further Particulars, apply to—

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. O. J. D. AHLERS ... 4th May.

S.S. SACHSEN ... 6th May.

S.S. C. FRED. LAIBERZ ... 12th May.

S.S. SITHONIA ... 30th May.

S.S. ARCADIA ... 31st May.

S.S. SCANDIA ... 7th June.

HAMBURG-AMERIKA LINE, Hongkong Office. [10]

Hongkong, 25th April, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAIYANG" ... Capt. J. W. Evans ... FRIDAY, 26th April, at 11 A.M.

"HAIYONG" ... Capt. W. C. Passmore ... TUESDAY, 30th April, at 11 A.M.

"HAIYAN" ... Capt. J. S. Beach ... FRIDAY, 3rd May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIYUN ... Capt. A. H. Stewart ... SUNDAY, 28th April, at 10 A.M.

HAIYUN ... Capt. A. H. Stewart ... WEDNESDAY, 1st May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 24th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG.

on WEDNESDAY, the 8th May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:

From Manila ... G. \$130.00

From Hongkong, Shanghai and Keelung ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying silk, furs and parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 28th April, at Noon.
ANPING via SWATOW and AMOY	"BOSHU MARU"	WEDNESDAY, 1st May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

7727

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
ASSAYE	7500	MONGOLIA	10000	May 25
ORIENTAL	5284	MALWA	11000	June 8
DEVANHA	8000	CHINA	8000	June 22
DELTA	8000	MACEDONIA	10500	July 6
ARCADIA	7000	MOREA	11000	July 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON \$71.10 SINGLE \$106.14 RETURN.

2nd SALOON \$48.80 SINGLE \$72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON \$55.00 SINGLE \$82.10 RETURN.

2nd SALOON \$38.10 SINGLE \$57.40 RETURN.

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	HITACHI MARU	7,000	WEDNESDAY, 8th May, at Daylight
	MIYASAKI MARU	9,000	WEDNESDAY, 22nd May, at Daylight

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU	7,000	TUESDAY, 7th May, at Noon
	INABA MARU	7,000	TUESDAY, 21st May, at 4 P.M.
SEATTLE	YOKOHAMA MARU	7,000	About 1st June, from KOBE

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	6,000	FRIDAY, 10th May, at Noon
	NIKKO MARU	6,000	FRIDAY, 7th June, at Noon

BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU	6,000	MONDAY, 29th April
KOBE and YOKOHAMA	IYO MARU	7,000	THURSDAY, 9th May

NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	6,000	WEDNESDAY, 9th May
SHANGHAI, MOJI and KOBE	BOMBAY MARU	7,000	WEDNESDAY, 8th May

SHANGHAI and KOBE	KIRIN MARU	6,000	MONDAY, 3rd May
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Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

† Calling at Keelung.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong is—

"TOTOMI MARU," 4,000 tons, Capt. A. Mooker, Saturday, 4th May.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	From Hongkong
HITACHI MARU	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mura	May 22nd
KITANO	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th

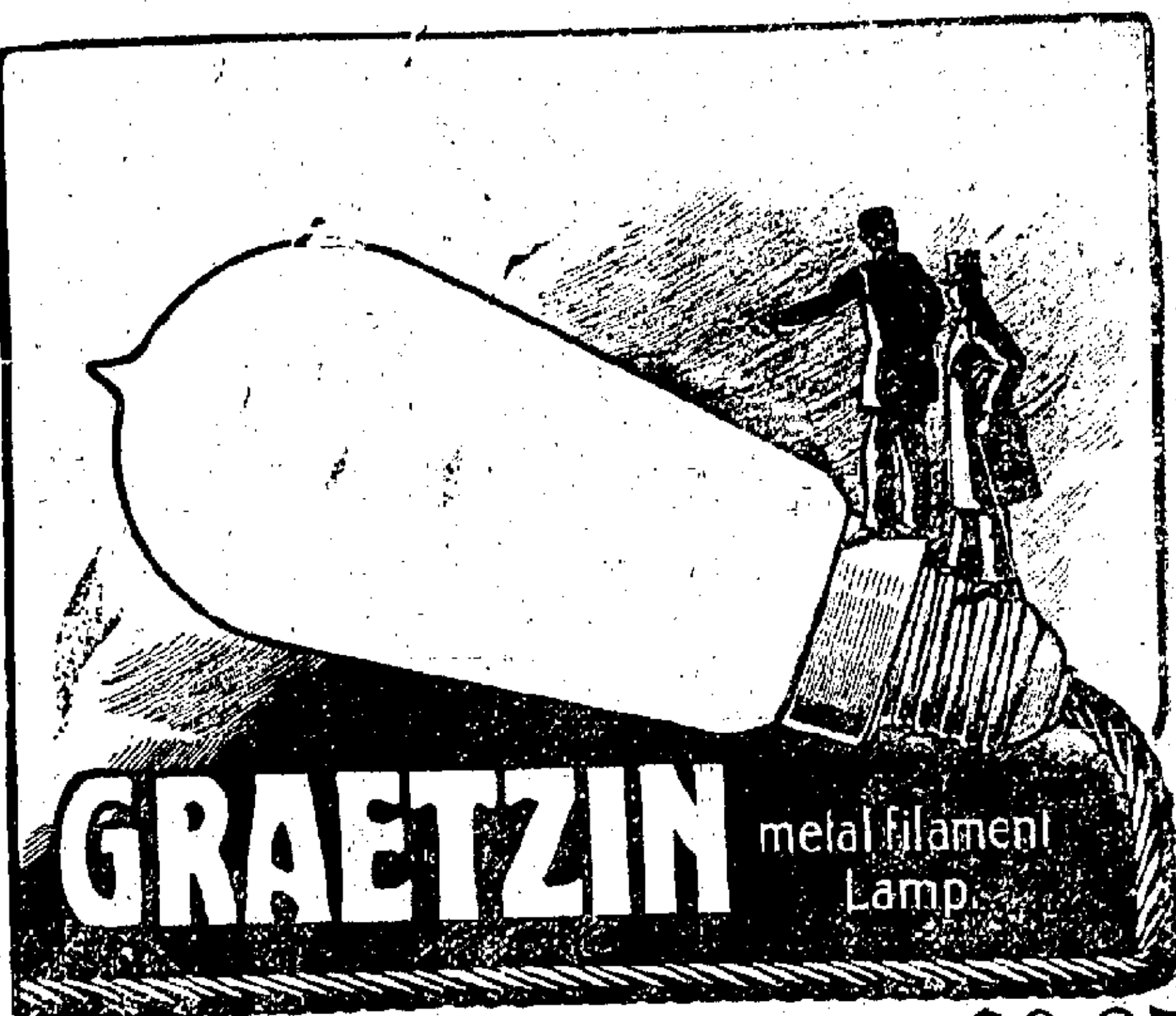
FOR SEATTLE.

SADO MARU	7,000	K. Asakawa	May 7th
INABA	7,000	S. Tomioka	May 21st
KAMAKURA	7,000	K. Soeda	June 4th
TAMBA	7,000	S. Wade	June 18th

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-14-41]



ONE Price for 16, 25, 32 and 50 c.p.: **\$0.85**

REBATES FOR RETAILERS AND HOTELS!

70 Saving in Current 70%

Large Stock due here in about a fortnight.

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 26th April, 1912.

CH. WEISS, TROSSINGEN.
WEISS'S MOUTH ORGANS

ARE THE BEST!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 26th April, 1912.



Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 26th April, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Hunan and Tientsin.

The *Empress of Japan*, with the Canadian Mail, left Shanghai on Wednesday, the 24th inst., at 2 p.m., and may be expected here to-morrow, at 6 a.m.

The *Sado Maru*, with the Siberian Mail, is due to arrive here on Sunday, the 28th inst.

FOR	PER	DATE
Haiphong and Pakhoi ...	Singun ...	Friday, 26th, 8.00 A.M.
Swatow ...	Michael Jensen ...	Friday, 26th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow ...	Haiyang ...	Friday, 26th, 10.00 A.M.
Fort Bayard ...	Suicheng ...	Friday, 26th, 10.00 A.M.
Swatow and Straits ...	Anghin ...	Friday, 26th, 11.00 A.M.
Straits, and India via Bombay ...	Teikio ...	Friday, 26th, 11.00 A.M.
Batavia, Samarang, Soerabaya and Macassar ...	Yikong ...	Friday, 26th, 11.00 A.M.
Macao ...	Sui Tai ...	Friday, 26th, 1.15 P.M.
Swatow and Siam ...	Rajahm ...	Friday, 26th, 2.00 P.M.
Wei-hai-wei and Tientsin ...	Huichow ...	Friday, 26th, 3.00 P.M.
Shanghai, North China and Japan via Yokohama ...	E. F. Ferdinand ...	Friday, 26th, 4.00 P.M.
(EUROPE VIA SIBERIA)	Kuikang ...	Friday, 26th, 5.00 P.M.
Tientsin and Chifoo ...	Johanne ...	Saturday, 27th, 8.00 A.M.
Hoihow, Haiphong and Pakhoi ...	St. Albans ...	Saturday, 27th, 10.00 A.M.
Timor, Australia, Tasmania and New Zealand ...	Namsang ...	Saturday, 27th, 10.00 A.M.
Straits, Borneo, Ceylon, Adelaide, WESTERN AUSTRALIA, INDIA, ADEN, Egypt and Europe via Brindisi ...		Saturday, 27th, 10.00 A.M.
(Late Letters 11.00 to Noon. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed to-day, at 5 P.M.		
Philippine Islands ...	Loonquang ...	Saturday, 27th, 1.00 P.M.
Macao ...	Sui Tai ...	Saturday, 27th, 1.15 P.M.
Shanghai and North China ...	Wallon Hall ...	Saturday, 27th, 5.00 P.M.
Shanghai and North China ...	Kuoneng ...	Saturday, 27th, 5.00 P.M.
Shanghai and North China ...	Anhui ...	Saturday, 27th, 5.00 P.M.
(EUROPE VIA SIBERIA)		
Swatow ...	Haiyang ...	Sunday, 28th, 9.00 A.M.
Swatow, Amoy and Formosa ...	Douja Maru ...	Sunday, 28th, 9.00 A.M.
Macao ...	Sui Tai ...	Monday, 29th, 1.15 P.M.
Straits and Borneo ...	Mutira ...	Monday, 29th, 1.15 P.M.
Swatow ...	Cheongching ...	Tuesday, 30th, 10.00 A.M.
Shanghai and North China ...	Waishing ...	Tuesday, 30th, 10.00 A.M.
Japan via Kobe ...	Kumsang ...	Tuesday, 30th, 10.00 A.M.
PHILIPPINE ISLANDS, STRAITS, BORNEO, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES ...		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Printed Matter and Samples ...		10.00 A.M.
Registration ...		10.00 A.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Registration Kowloon ...		9.30 A.M.
No late fee ...		
Letters ...		11.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

April 25th.

ON LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	2
Bank Bills, at 4 months sight	2 1/2
Credit, at 4 months sight	2 1/2
Documentary Bills 4 months sight	2 1/2
ON PARIS:	
Bank Bills, on demand	252
Credit, at 4 months sight	256 1/2
ON GERMANY:	
On demand	204 1/2
ON NEW YORK:	
Bank Bills, on demand	48 1/2
Credit, at 60 days sight	49 1/2
ON BOMBAY:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI:	
Bank, at sight	73
Private, 30 days sight	73 1/2
ON YOKOHAMA:	
On demand	73 1/2
ON MANILA:	
On demand	85 1/2
ON SINGAPORE:	
On demand	85 1/2
ON BATAVIA:	
On demand	119 1/2
ON HAIPHONG:	
On demand	11 1/2 P.M.
ON SAIGON:	
On demand	11 1/2 P.M.
ON BANGKOK:	
On demand	75 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.00
GOLD LEAF, 100 fine, per tael	\$52.70
BANK SILVER, per oz.	\$27 1/2

SUBSIDIARY COINS.

Chinese ... 20 cents pieces	\$6.95 discount.
Chinese ... 10 "	\$7.45 "
Hongkong ... 20 "	\$6.47 "
Hongkong ... 10 "	\$7.28 "

MAILS VIA SIBERIA.

London	Shanghai
April 26th.	April 23rd.
April 10th.	April 28th.

SHARE LIST.—QUOTATIONS. HONGKONG, APRIL 25th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$845, sellers
China Borneo Company, Limited	60,000	\$12	all	\$104, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.60, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 59
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$47, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$23, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109, buyers
Manila Metropole Hotel Limited	8,000	\$25	all	\$25
Hongkong Ice Company, Limited	50,000	\$10	all	\$18
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$4 1/2, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100, x. div.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, x. div. sal.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$210, Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$107, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54
Maschappij tot Mijne, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 69, buyers
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	39/-, sellers
Tromps Mines, Limited	160,000	\$1	all	70/-, sellers
Heewood Tin and Rubber Estate, Ltd.	715,280	\$1	all	\$4.70, sales
Baul Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$12 1/2
Peak Tramways Co., Limited	25,000	\$10	all	\$1.20
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$22, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$70, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$70, L/dn. bu. 17 1/2s.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$112 1/2, sales
Star Ferry Company, Limited	10,000	\$10	all	\$38 sal. & div.
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$6, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$5 1/2, sellers
Watkins, Limited	10,000	\$10	all	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, sales
Weismann, Limited	3,000	\$10	all	\$16, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	15,000	\$10	all	\$40
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
	50,000	\$10	all	\$74

RUBBER.	Daily Wire	4/94 per lb. done
Para Rubber in London		
Loans.	Amount.	Value.
Chinese Imperial 1886	Tls. 767,200	Tls. 250
		7 1/2 p. annum
		VERNON & SYMTH, Share Brokers

TO-MORROW	12.30 P.M.—Half-Yearly Meeting of Hongkong Jockey Club.
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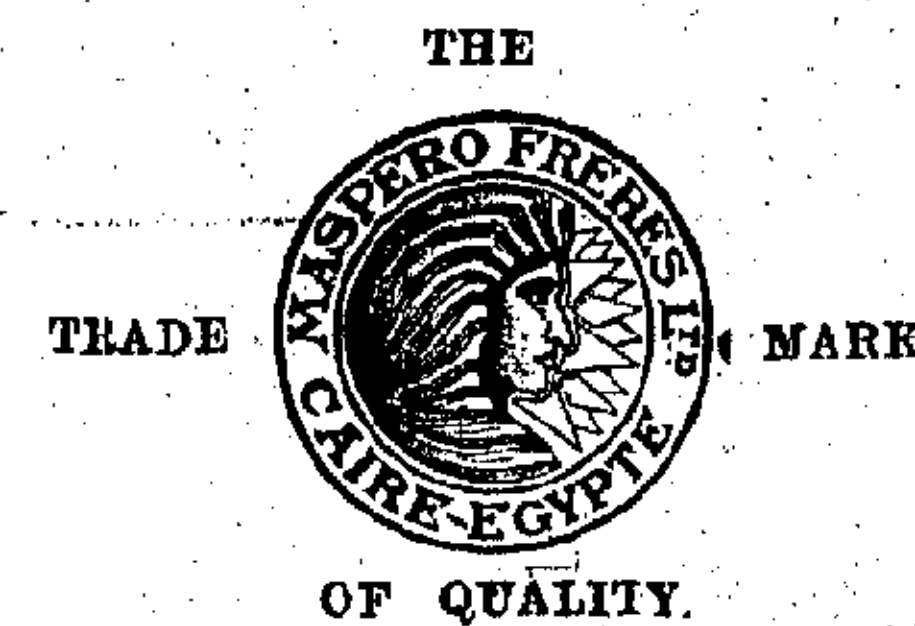
FORTHCOMING EVENTS.	11 A.M.
Monday, 29th April—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd., Noon.	
Monday, 29th April—Auction of Crown Land at Leighton Hill, by Public Works Dept., 3 P.M.	
Monday, 29th April—Auction of Crown Land at Inland Lot No. 1876, by Public Works Dept., 3 P.M.	
Monday, 29th April—The Great Raymond at the Theatre Royal, 9 P.M.	
Tuesday, 30th April—Extraordinary General Meeting of Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., at the Offices of Messrs. Jardine, Matheson & Co., Ltd., 11 A.M.	

OPIMUM.	April 19th
Malwa New	\$3,350/3,375 per picul.
Malwa Old	\$3,390/3,410 "
Malwa Older	\$3,425/3,435 "
Malwa V. Old	\$3,450/3,475 "
Foreign fine quality	\$1,725 "
Foreign extra fine	\$2,800 "
Patna New	\$3,850 per chest.
Patna Old	\$3,800 "
Bombaras New	\$3,850 "
Bombaras Old	\$3,750 "

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